

July 1999  
Projected Demand

<b>7/1/99</b>						
	<b>GTE</b>	<b>Aliant (Lincoln)</b>	<b>Frontier (Rochester)</b>	<b>SNET</b>	<b>Sprint</b>	<b>Total</b>
<b>Revenues</b>						
<b>Usage</b>	\$785,370,587	\$12,253,332	\$45,904,975	\$138,134,460	\$267,304,024	\$5,942,127,435
<b>PSL</b>	\$555,035,496	\$0	\$14,858,316	\$70,970,407	\$192,088,221	\$4,226,286,335
<b>EUCL</b>	\$1,066,725,914	\$14,427,275	\$49,995,836	\$125,564,302	\$403,097,746	\$9,101,214,012
<b>Sub Total</b>	\$2,407,131,997	\$26,680,606	\$110,759,127	\$334,669,168	\$862,489,990	\$19,269,627,781
<b>Other Interstate Access</b>	\$377,295,987	\$5,368,538	\$21,136,143	\$71,088,430	\$188,996,060	\$4,503,982,907
<b>Total Access</b>	\$2,784,427,983	\$32,049,144	\$131,895,271	\$405,757,598	\$1,051,486,050	\$23,773,610,689
<b>PC Reduction</b>	\$80,265,035	\$988,422	\$3,850,246	\$10,831,312	\$31,265,382	\$671,049,700
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated		TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	(\$222,423,696)	(\$6,163,391)	(\$12,340,851)	\$14,731,990	(\$119,763,242)	\$571,987,722
<b>Access Flowback</b>	(\$196,357,710)	(\$5,540,298)	(\$10,907,022)	\$12,488,688	(\$103,429,809)	\$471,675,592
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$6.14	\$5.48	\$6.10	\$6.14	\$6.14	\$5.96
<b>MLB</b>	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.65
<b>BFP</b>	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.78
<b>PSL</b>						
<b>SL Res/Bus</b>	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$0.00	\$2.54	\$2.54	\$2.54	\$2.54
<b>MLB</b>	\$6.12	\$0.00	\$0.77	\$6.12	\$4.95	\$4.93
<b>Orig MOU</b>	\$0.0158	\$0.0146	\$0.0156	\$0.0184	\$0.0108	\$0.0125
<b>Term MOU</b>	\$0.0123	\$0.0146	\$0.0156	\$0.0126	\$0.0108	\$0.0099
<b>Average MOU Rate</b>	\$0.0139	\$0.0146	\$0.0156	\$0.0152	\$0.0108	\$0.0111

July 2000  
Projected Demand

<u>7/1/00</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
Usage	\$631,243,976	\$701,041,628	\$1,030,917,778	\$758,501,606	\$455,226,886	\$432,725,618	\$696,558,486	\$53,065,552
PSL	\$287,203,216	\$422,504,859	\$807,255,275	\$733,052,964	\$334,010,999	\$173,262,573	\$407,121,540	\$0
EUCL	\$1,114,333,503	\$1,286,342,574	\$1,152,281,429	\$1,481,537,548	\$905,664,548	\$836,794,817	\$997,952,776	\$51,380,141
Sub Total	\$2,032,780,694	\$2,409,889,061	\$2,990,454,483	\$2,973,092,117	\$1,694,902,433	\$1,442,783,008	\$2,101,632,801	\$104,445,693
Other Interstate Access	\$732,086,916	\$912,385,755	\$675,291,667	\$821,616,307	\$716,948,485	\$452,258,870	\$604,229,269	\$22,045,971
Total Access	\$2,764,867,610	\$3,322,274,816	\$3,665,746,150	\$3,794,708,424	\$2,411,850,918	\$1,895,041,878	\$2,705,862,070	\$126,491,664
PC Reduction	\$73,805,501	\$88,684,954	\$97,853,593	\$101,296,118	\$64,382,057	\$50,586,334	\$72,230,404	\$4,040,028
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation								
Net USF Funding	\$219,666,359	\$224,889,420	\$158,785,072	\$45,654,385	\$86,469,674	\$201,984,102	\$57,922,457	(\$48,987,103)
Access Flowback	\$172,956,220	\$172,079,924	\$133,026,902	\$38,588,201	\$67,551,538	\$173,187,342	\$47,096,061	(\$43,695,392)
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.38	\$5.95	\$7.30	\$7.30	\$6.50	\$5.28	\$7.23	\$7.22
MLB	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
BFP	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
PSL								
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.78	\$1.80	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
MLB	\$1.17	\$2.21	\$7.79	\$4.20	\$2.17	\$1.52	\$2.73	\$0.00
Orig MOU	\$0.0097	\$0.0078	\$0.0158	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
Term MOU	\$0.0097	\$0.0078	\$0.0138	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
Average MOU Rate	\$0.0097	\$0.0078	\$0.0147	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173

July 2000  
Projected Demand

<u>7/1/00</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$738,137,380	\$12,939,627	\$48,736,313	\$132,257,464	\$282,642,642	\$5,730,735,628
PSL	\$332,925,326	\$0	\$0	\$71,895,892	\$34,603,159	\$3,603,835,803
<u>EUCL</u>	<u>\$1,135,341,827</u>	<u>\$14,958,624</u>	<u>\$51,859,455</u>	<u>\$133,562,003</u>	<u>\$428,058,189</u>	<u>\$9,590,067,433</u>
Sub Total	\$2,206,404,533	\$27,898,251	\$100,595,768	\$337,715,359	\$745,303,990	\$18,924,638,864
Other Interstate Access	\$403,706,706	\$5,744,335	\$22,615,673	\$76,064,620	\$202,225,784	\$4,503,982,907
Total Access	\$2,610,111,239	\$33,642,586	\$123,211,441	\$413,779,979	\$947,529,774	\$23,428,621,771
PC Reduction	\$75,516,636	\$872,188	\$3,574,364	\$11,045,461	\$28,451,466	\$672,339,104
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$218,858,131)	(\$6,102,116)	(\$12,139,852)	\$15,152,668	(\$118,305,901)	\$606,131,035
Access Flowback	(\$193,089,317)	(\$5,467,534)	(\$10,690,192)	\$12,833,722	(\$102,065,328)	\$462,312,148
Rates						
<b>EUCL</b>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.45	\$6.07	\$7.30	\$7.11	\$6.62
MLB	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.63
BFP	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.75
<b>PSL</b>						
SL Res/Bus	\$1.80	\$0.00	\$0.00	\$1.80	\$0.54	\$1.71
2nd Line/home	\$2.78	\$0.00	\$0.00	\$3.61	\$0.00	\$3.27
MLB	\$0.00	\$0.00	\$0.00	\$5.94	\$0.00	\$2.69
Orig MOU	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0099
Term MOU	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0097
Average MOU Rate	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0098

Summary							Scenario Modeled						

July 1997  
Historical Demand

<u>7/1/97</u>	Summary		Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$1,019,327,319	\$1,254,709,335	\$1,841,905,953	\$1,670,530,360	\$881,700,275	\$685,545,713	\$1,206,954,221	\$119,438,374
<b>PSL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>EUCL</b>	\$872,737,079	\$974,844,178	\$846,478,548	\$1,045,384,527	\$701,052,199	\$735,810,850	\$721,084,423	\$38,053,167
<b>Sub Total</b>	\$1,892,064,398	\$2,229,553,513	\$2,688,384,502	\$2,715,914,887	\$1,582,752,473	\$1,421,356,563	\$1,928,038,644	\$157,491,540
<b>Other Interstate Access</b>	\$539,618,940	\$672,516,641	\$497,755,342	\$605,610,770	\$528,460,451	\$333,358,577	\$445,375,474	\$16,250,015
<b>Total Access</b>	\$2,431,683,338	\$2,902,070,155	\$3,186,139,844	\$3,321,525,656	\$2,111,212,924	\$1,754,715,140	\$2,373,414,119	\$173,741,556
<b>PC Reduction</b>	\$112,500,000	\$97,842,239	\$90,433,531	\$42,699,672	\$36,157,651	\$46,937,408	\$146,420,212	\$5,380,124
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$122,884,105	\$123,509,318	\$136,668,561	\$151,063,344	\$87,901,955	\$94,362,489	\$95,493,826	\$8,142,654
<b>Access Flowback</b>	\$97,980,102	\$95,117,750	\$114,435,320	\$126,806,558	\$69,395,745	\$82,819,053	\$77,354,089	\$7,266,798
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>MLB</b>	\$4.80	\$5.30	\$6.00	\$6.00	\$5.98	\$4.69	\$5.72	\$6.00
<b>BFP</b>	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2nd Line/home</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>MLB</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Orig MOU</b>	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560
<b>Term MOU</b>	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560
<b>Average MOU Rate</b>	\$0.0233	\$0.0205	\$0.0355	\$0.0271	\$0.0250	\$0.0227	\$0.0248	\$0.0560

July 1997  
Historical Demand

<u>7/1/97</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,573,068,393	\$18,068,892	\$72,879,744	\$204,918,130	\$578,572,492	\$11,127,619,199
PSL	\$0	\$0	\$0	\$0	\$0	\$0
<u>EUCL</u>	<u>\$812,152,070</u>	<u>\$11,374,515</u>	<u>\$39,548,370</u>	<u>\$98,754,545</u>	<u>\$313,991,748</u>	<u>\$7,211,266,219</u>
Sub Total	\$2,385,220,463	\$29,443,407	\$112,428,114	\$303,672,675	\$892,564,240	\$18,338,885,419
<u>Other Interstate Access</u>	<u>\$297,570,930</u>	<u>\$4,234,131</u>	<u>\$16,669,941</u>	<u>\$56,066,990</u>	<u>\$149,059,983</u>	<u>\$4,162,548,186</u>
<b>Total Access</b>	<b>\$2,682,791,393</b>	<b>\$33,677,538</b>	<b>\$129,098,054</b>	<b>\$359,739,664</b>	<b>\$1,041,624,223</b>	<b>\$22,501,433,605</b>
<b>PC Reduction</b>	<b>\$83,486,440</b>	<b>\$70,771</b>	<b>\$3,998,315</b>	<b>\$6,338,910</b>	<b>\$32,161,783</b>	<b>\$704,427,056</b>
<b>Universal Service Obligation</b>						
Net USF Funding	\$120,904,265	\$1,771,437	\$3,632,189	\$17,997,200	\$48,498,657	\$1,012,830,000
Access Flowback	\$106,288,064	\$1,592,292	\$3,211,285	\$15,250,172	\$41,813,008	\$839,330,236
<b>Rates</b>						
<u>EUCL</u>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$5.99	\$4.42	\$4.72	\$5.93	\$5.63	\$5.51
BFP	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
<u>PSL</u>						
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274
Term MOU	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274
Average MOU Rate	\$0.0376	\$0.0298	\$0.0329	\$0.0282	\$0.0318	\$0.0274

Jan. 1998  
Historical Demand

<u>1/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
Usage	\$516,132,697	\$654,643,646	\$1,363,691,754	\$1,039,925,923	\$501,294,847	\$350,228,506	\$782,415,349	\$103,499,007
PSL	\$412,763,774	\$496,713,912	\$386,067,618	\$461,475,997	\$320,499,359	\$265,844,466	\$324,787,957	\$14,064,089
EUCL	\$957,938,031	\$1,080,804,812	\$967,245,140	\$1,227,127,383	\$762,809,619	\$801,559,477	\$830,431,788	\$42,163,306
Sub Total	\$1,886,834,501	\$2,232,162,370	\$2,717,004,511	\$2,728,529,303	\$1,584,603,825	\$1,417,632,448	\$1,937,635,095	\$159,726,402
Other Interstate Access	\$558,505,603	\$696,054,724	\$515,176,779	\$626,807,147	\$546,956,566	\$345,026,127	\$460,963,616	\$16,818,766
Total Access	\$2,445,340,104	\$2,928,217,093	\$3,232,181,291	\$3,355,336,450	\$2,131,560,392	\$1,762,658,575	\$2,398,598,711	\$176,545,168
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation								
Net USF Funding	\$148,971,117	\$154,099,768	\$161,429,914	\$182,535,120	\$109,041,218	\$114,297,357	\$117,682,708	\$9,134,007
Access Flowback	\$120,169,766	\$120,517,731	\$137,272,711	\$156,191,487	\$86,978,010	\$100,931,350	\$97,198,087	\$8,209,705
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
BFP	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
PSL								
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.96	\$4.50	\$4.50
Orig MOU	\$0.0145	\$0.0150	\$0.0334	\$0.0252	\$0.0216	\$0.0100	\$0.0233	\$0.0528
Term MOU	\$0.0104	\$0.0084	\$0.0205	\$0.0111	\$0.0094	\$0.0100	\$0.0108	\$0.0436
Average MOU Rate	\$0.0122	\$0.0114	\$0.0263	\$0.0175	\$0.0149	\$0.0100	\$0.0164	\$0.0477

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Historical Demand

<u>1/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,116,054,498	\$10,974,463	\$51,494,139	\$152,071,516	\$417,071,143	\$7,059,497,487
PSL	\$333,865,500	\$5,417,262	\$16,991,005	\$42,933,097	\$125,937,160	\$3,207,361,196
<u>EUCL</u>	<u>\$953,804,823</u>	<u>\$12,791,440</u>	<u>\$44,590,454</u>	<u>\$111,901,513</u>	<u>\$354,682,760</u>	<u>\$8,147,850,545</u>
Sub Total	\$2,403,724,820	\$29,183,165	\$113,075,598	\$306,906,125	\$897,691,064	\$18,414,709,228
<u>Other Interstate Access</u>	<u>\$307,985,913</u>	<u>\$4,382,326</u>	<u>\$17,253,389</u>	<u>\$58,029,334</u>	<u>\$154,277,083</u>	<u>\$4,308,237,373</u>
<b>Total Access</b>	<b>\$2,711,710,733</b>	<b>\$33,565,491</b>	<b>\$130,328,987</b>	<b>\$364,935,460</b>	<b>\$1,051,968,146</b>	<b>\$22,722,946,601</b>
<b>PC Reduction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Universal Service Obligation</b>						
Net USF Funding	\$144,274,251	\$2,077,829	\$4,747,885	\$20,806,123	\$57,355,205	\$1,226,452,500
Access Flowback	\$128,679,528	\$1,882,866	\$4,237,978	\$17,866,513	\$50,026,153	\$1,030,161,885
<b>Rates</b>						
<b>EUCL</b>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	* \$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.64
BFP	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.77
<b>PSL</b>						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.43
<b>Orig MOU</b>	<b>\$0.0353</b>	<b>\$0.0231</b>	<b>\$0.0315</b>	<b>\$0.0262</b>	<b>\$0.0296</b>	<b>\$0.0255</b>
<b>Term MOU</b>	<b>\$0.0202</b>	<b>\$0.0154</b>	<b>\$0.0165</b>	<b>\$0.0168</b>	<b>\$0.0178</b>	<b>\$0.0112</b>
<b>Average MOU Rate</b>	<b>\$0.0270</b>	<b>\$0.0188</b>	<b>\$0.0233</b>	<b>\$0.0210</b>	<b>\$0.0231</b>	<b>\$0.0176</b>



July 1998  
Historical Demand

<u>7/1/98</u>	<b>Summary</b>	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$529,463,534	\$596,097,341	\$1,319,399,529	\$982,850,161	\$459,720,240	\$359,587,167	\$741,197,832	\$102,004,309
<b>PSL</b>	\$358,503,229	\$508,287,165	\$395,028,587	\$471,925,402	\$327,795,385	\$226,052,972	\$332,135,637	\$14,371,096
<b>EUCL</b>	\$975,546,576	\$1,101,371,096	\$985,799,915	\$1,249,750,911	\$776,806,457	\$815,408,220	\$845,647,605	\$42,914,020
<b>Sub Total</b>	\$1,863,513,339	\$2,205,755,603	\$2,700,228,031	\$2,704,526,474	\$1,564,322,082	\$1,401,048,359	\$1,918,981,074	\$159,289,425
<b>Other Interstate Access</b>	\$578,546,072	\$721,316,876	\$534,312,765	\$650,354,800	\$566,807,160	\$357,556,232	\$478,093,222	\$17,475,582
<b>Total Access</b>	\$2,442,059,411	\$2,927,072,479	\$3,234,540,796	\$3,354,881,274	\$2,131,129,242	\$1,758,604,591	\$2,397,074,296	\$176,765,008
<b>PC Reduction</b>	\$65,188,444	\$78,135,405	\$86,342,978	\$89,555,352	\$56,888,460	\$46,944,270	\$63,987,610	\$4,718,573
<b>TIC Reduction Complete</b>	TIC Eliminated					TIC Eliminated		
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$147,809,462	\$152,965,453	\$160,143,214	\$181,091,748	\$108,215,323	\$113,367,007	\$116,775,606	\$9,054,419
<b>Access Flowback</b>	\$118,920,685	\$119,300,103	\$135,922,959	\$154,659,038	\$86,084,425	\$99,940,644	\$96,222,559	\$8,126,136
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>BFP</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.25	\$4.50	\$4.50
<b>Orig MOU</b>	\$0.0114	\$0.0124	\$0.0334	\$0.0247	\$0.0183	\$0.0099	\$0.0206	\$0.0528
<b>Term MOU</b>	\$0.0103	\$0.0083	\$0.0175	\$0.0090	\$0.0094	\$0.0099	\$0.0106	\$0.0395
<b>Average MOU Rate</b>	\$0.0108	\$0.0101	\$0.0247	\$0.0161	\$0.0134	\$0.0099	\$0.0151	\$0.0455

July 1998  
Historical Demand

<u>7/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,079,891,367	\$10,770,879	\$49,646,152	\$147,040,105	\$402,083,766	\$6,705,117,391
PSL	\$341,286,821	\$5,162,343	\$17,367,028	\$43,898,206	\$128,731,389	\$3,170,545,260
EUCL	\$971,083,041	\$13,024,430	\$45,383,549	\$113,938,172	\$361,105,878	\$8,297,779,871
Sub Total	\$2,392,261,229	\$28,957,652	\$112,396,728	\$304,876,483	\$891,921,033	\$18,173,442,522
Other Interstate Access	\$319,137,939	\$4,546,626	\$17,872,863	\$60,072,634	\$159,924,692	\$4,466,017,465
Total Access	\$2,711,399,168	\$33,504,278	\$130,269,592	\$364,949,117	\$1,051,845,725	\$22,639,459,986
PC Reduction	\$72,378,212	\$894,365	\$3,477,422	\$9,741,968	\$28,078,017	\$606,331,077
TIC Reduction Complete	TIC Eliminated		TIC Eliminated		TIC Eliminated	
Universal Service Obligation						
Net USF Funding	\$143,095,892	\$2,060,501	\$4,711,326	\$20,633,204	\$56,883,345	\$1,216,806,500
Access Flowback	\$127,437,767	\$1,864,717	\$4,198,791	\$17,683,788	\$49,525,138	\$1,019,886,750
<b>Rates</b>						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.62
BFP	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.74
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.34
Orig MOU	\$0.0353	\$0.0199	\$0.0287	\$0.0262	\$0.0296	\$0.0230
Term MOU	\$0.0171	\$0.0153	\$0.0160	\$0.0144	\$0.0151	\$0.0105
Average MOU Rate	\$0.0253	\$0.0174	\$0.0217	\$0.0197	\$0.0216	\$0.0163

July 1999  
Historical Demand

<u>7/1/99</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$557,629,988	\$618,976,406	\$1,101,121,200	\$697,280,276	\$401,961,529	\$379,396,810	\$619,540,001	\$46,722,626
<b>PSL</b>	\$302,538,194	\$442,849,301	\$602,844,384	\$722,620,499	\$353,231,739	\$187,302,147	\$428,141,587	\$21,036,971
<b>EUCL</b>	\$1,014,575,387	\$1,159,717,557	\$1,041,941,570	\$1,317,133,833	\$818,854,320	\$843,957,273	\$891,306,444	\$45,364,902
<b>Sub Total</b>	\$1,874,743,569	\$2,221,543,264	\$2,745,907,155	\$2,737,034,608	\$1,574,047,587	\$1,410,656,230	\$1,938,988,032	\$113,124,498
<b>Other Interstate Access</b>	\$619,044,297	\$771,809,058	\$571,714,659	\$695,879,636	\$606,483,661	\$382,585,168	\$511,559,747	\$18,698,873
<b>Total Access</b>	\$2,493,787,866	\$2,993,352,321	\$3,317,621,813	\$3,432,914,244	\$2,180,531,248	\$1,793,241,398	\$2,450,547,779	\$131,823,371
<b>PC Reduction</b>	\$66,569,286	\$79,904,682	\$88,560,747	\$91,638,368	\$58,207,200	\$47,868,867	\$65,415,033	\$4,844,156
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$203,951,640	\$205,815,218	\$154,471,332	\$29,754,086	\$76,022,378	\$217,276,220	\$47,785,716	(\$49,646,173)
<b>Access Flowback</b>	\$163,119,374	\$159,886,023	\$130,829,160	\$25,348,035	\$60,268,534	\$190,738,883	\$39,258,488	(\$44,495,713)
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.37	\$5.94	\$6.14	\$6.14	\$6.14	\$5.19	\$6.14	\$6.14
<b>MLB</b>	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
<b>BFP</b>	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
<b>PSL</b>								
<b>SL Res/Bus</b>	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
<b>MLB</b>	\$3.12	\$4.18	\$6.12	\$6.12	\$4.49	\$2.77	\$5.32	\$5.14
<b>Orig MOU</b>	\$0.0102	\$0.0082	\$0.0258	\$0.0104	\$0.0092	\$0.0098	\$0.0104	\$0.0180
<b>Term MOU</b>	\$0.0102	\$0.0082	\$0.0144	\$0.0088	\$0.0092	\$0.0098	\$0.0104	\$0.0180
<b>Average MOU Rate</b>	\$0.0102	\$0.0082	\$0.0195	\$0.0095	\$0.0092	\$0.0098	\$0.0104	\$0.0180

July 1999  
Historical Demand

<u>7/1/99</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$657,067,275	\$11,362,953	\$42,061,437	\$122,311,365	\$247,107,204	\$5,370,385,346
PSL	\$528,484,974	\$0	\$11,667,359	\$67,398,748	\$153,492,040	\$3,821,607,942
EUCL	\$1,023,368,910	\$13,555,608	\$47,762,162	\$120,045,263	\$381,241,749	\$8,718,824,978
Sub Total	\$2,208,921,159	\$24,918,561	\$101,490,957	\$309,755,376	\$781,840,994	\$17,910,818,267
Other Interstate Access	\$341,477,595	\$4,864,890	\$19,123,964	\$64,277,718	\$171,119,420	\$4,466,017,465
Total Access	\$2,550,398,755	\$29,783,451	\$120,614,921	\$374,033,094	\$952,960,415	\$22,376,835,731
PC Reduction	\$74,119,535	\$911,732	\$3,556,555	\$9,984,456	\$28,734,272	\$620,314,888
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$226,233,069)	(\$6,335,618)	(\$12,619,107)	\$14,198,448	(\$123,469,605)	\$530,971,464
Access Flowback	(\$201,105,697)	(\$5,717,634)	(\$11,224,408)	\$12,139,000	(\$107,292,950)	\$442,306,744
<b>Rates</b>						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$6.14	\$5.43	\$6.00	\$6.14	\$6.14	\$5.94
MLB	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.59
BFP	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.72
PSL						
SL Res/Bus	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$0.00	\$1.64	\$2.54	\$2.54	\$2.53
MLB	\$6.12	\$0.00	\$0.00	\$6.12	\$3.32	\$4.61
Orig MOU	\$0.0133	\$0.0150	\$0.0159	\$0.0177	\$0.0111	\$0.0121
Term MOU	\$0.0125	\$0.0150	\$0.0159	\$0.0129	\$0.0111	\$0.0103
Average MOU Rate	\$0.0129	\$0.0150	\$0.0159	\$0.0150	\$0.0111	\$0.0111

July 2000  
Historical Demand

<u>7/1/00</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
Usage	\$587,501,215	\$652,292,535	\$957,704,152	\$704,200,910	\$423,547,873	\$400,432,285	\$651,553,819	\$49,276,601
PSL	\$243,588,804	\$364,595,230	\$706,491,908	\$643,603,365	\$290,085,280	\$146,559,972	\$347,853,687	\$0
<u>EUCL</u>	<u>\$1,050,482,859</u>	<u>\$1,202,973,998</u>	<u>\$1,104,301,263</u>	<u>\$1,393,708,094</u>	<u>\$853,946,234</u>	<u>\$872,757,378</u>	<u>\$941,237,569</u>	<u>\$48,055,527</u>
Sub Total	\$1,881,572,878	\$2,219,861,763	\$2,768,497,322	\$2,741,512,369	\$1,567,579,387	\$1,419,749,635	\$1,940,645,076	\$97,332,128
<u>Other Interstate Access</u>	<u>\$662,377,398</u>	<u>\$825,835,692</u>	<u>\$611,734,685</u>	<u>\$744,591,210</u>	<u>\$648,937,518</u>	<u>\$409,366,130</u>	<u>\$547,368,930</u>	<u>\$20,007,794</u>
<b>Total Access</b>	<b>\$2,543,950,276</b>	<b>\$3,045,697,455</b>	<b>\$3,380,232,007</b>	<b>\$3,486,103,580</b>	<b>\$2,216,516,905</b>	<b>\$1,829,115,765</b>	<b>\$2,488,014,005</b>	<b>\$117,339,922</b>
<b>PC Reduction</b>	<b>\$67,908,324</b>	<b>\$81,301,985</b>	<b>\$90,232,066</b>	<b>\$93,058,206</b>	<b>\$59,167,802</b>	<b>\$48,826,499</b>	<b>\$66,415,158</b>	<b>\$3,559,972</b>
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
Net USF Funding	\$207,940,820	\$210,107,442	\$158,068,646	\$33,781,506	\$78,703,647	\$220,687,864	\$50,651,931	(\$49,518,453)
Access Flowback	\$165,204,358	\$162,080,164	\$133,679,945	\$28,731,366	\$62,059,423	\$192,916,446	\$41,515,162	(\$44,334,831)
<b>Rates</b>								
<b>EUCL</b>								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.35	\$5.92	\$7.22	\$7.30	\$6.47	\$5.17	\$7.18	\$7.16
MLB	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
BFP	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
<b>PSL</b>								
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.67	\$1.80	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
MLB	\$0.83	\$1.87	\$7.79	\$3.48	\$1.66	\$1.05	\$1.95	\$0.00
<b>Orig MOU</b>	<b>\$0.0100</b>	<b>\$0.0081</b>	<b>\$0.0144</b>	<b>\$0.0087</b>	<b>\$0.0091</b>	<b>\$0.0096</b>	<b>\$0.0103</b>	<b>\$0.0178</b>
<b>Term MOU</b>	<b>\$0.0100</b>	<b>\$0.0081</b>	<b>\$0.0142</b>	<b>\$0.0087</b>	<b>\$0.0091</b>	<b>\$0.0096</b>	<b>\$0.0103</b>	<b>\$0.0178</b>
<b>Average MOU Rate</b>	<b>\$0.0100</b>	<b>\$0.0081</b>	<b>\$0.0143</b>	<b>\$0.0087</b>	<b>\$0.0091</b>	<b>\$0.0096</b>	<b>\$0.0103</b>	<b>\$0.0178</b>

July 2000  
Historical Demand

<u>7/1/00</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$678,690,859	\$11,991,615	\$44,636,376	\$121,935,916	\$261,129,747	\$5,353,495,887
PSL	\$235,506,740	\$0	\$0	\$63,358,014	\$0	\$3,041,642,999
<u>EUCL</u>	<u>\$1,083,063,048</u>	<u>\$14,021,461</u>	<u>\$49,369,953</u>	<u>\$126,758,895</u>	<u>\$402,376,451</u>	<u>\$9,143,052,731</u>
Sub Total	\$1,997,260,647	\$26,013,077	\$94,006,329	\$312,052,825	\$663,506,197	\$17,538,191,618
<b>Other Interstate Access</b>	<b>\$365,381,027</b>	<b>\$5,205,433</b>	<b>\$20,462,641</b>	<b>\$68,777,159</b>	<b>\$183,097,780</b>	<b>\$4,466,017,465</b>
<b>Total Access</b>	<b>\$2,362,641,674</b>	<b>\$31,218,509</b>	<b>\$114,468,970</b>	<b>\$380,829,984</b>	<b>\$846,603,977</b>	<b>\$22,004,209,082</b>
<b>PC Reduction :</b>	<b>\$69,024,727</b>	<b>\$810,004</b>	<b>\$3,264,975</b>	<b>\$10,165,893</b>	<b>\$25,746,467</b>	<b>\$619,482,080</b>
<b>TIC Reduction Complete</b>	<b>TIC Eliminated</b>		<b>TIC Eliminated</b>	<b>TIC Eliminated</b>	<b>TIC Eliminated</b>	<b>TIC Eliminated</b>
<b>Universal Service Obligation</b>						
Net USF Funding	(\$223,130,794)	(\$6,281,958)	(\$12,442,262)	\$14,561,220	(\$122,210,807)	\$560,918,800
Access Flowback	(\$198,105,382)	(\$5,650,221)	(\$11,024,276)	\$12,425,131	(\$106,007,431)	\$433,489,855
<b>Rates</b>						
<b>EUCL</b>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.41	\$5.97	\$7.19	\$7.06	\$6.58
MLB	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.56
BFP	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.69
<b>PSL</b>						
SL Res/Bus	\$1.56	\$0.00	\$0.00	\$1.80	\$0.00	\$1.66
2nd Line/home	\$0.00	\$0.00	\$0.00	\$3.61	\$0.00	\$2.94
MLB	\$0.00	\$0.00	\$0.00	\$5.24	\$0.00	\$2.30
<b>Orig MOU</b>	<b>\$0.0124</b>	<b>\$0.0148</b>	<b>\$0.0157</b>	<b>\$0.0127</b>	<b>\$0.0109</b>	<b>\$0.0100</b>
<b>Term MOU</b>	<b>\$0.0124</b>	<b>\$0.0148</b>	<b>\$0.0157</b>	<b>\$0.0127</b>	<b>\$0.0109</b>	<b>\$0.0100</b>
<b>Average MOU Rate</b>	<b>\$0.0124</b>	<b>\$0.0148</b>	<b>\$0.0157</b>	<b>\$0.0127</b>	<b>\$0.0109</b>	<b>\$0.0100</b>

Scenarios  
Historical Demand  
Bell Atlantic/NYNEX Proposal

Summary							Scenario Modeled						

July 1997  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>7/1/97</u>	Summary	Scenario Modeled							\$0
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>	
<b>Revenues</b>									
Usage	\$1,019,327,319	\$1,248,545,331	\$1,838,002,037	\$1,585,727,014	\$881,700,275	\$685,545,713	\$1,171,554,860	\$119,394,054	
PSL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
EUCL	\$872,737,079	\$981,008,182	\$850,382,465	\$1,130,187,872	\$701,052,199	\$735,810,850	\$756,483,784	\$38,097,486	
Sub Total	\$1,892,064,398	\$2,229,553,513	\$2,688,384,502	\$2,715,914,887	\$1,582,752,473	\$1,421,356,563	\$1,928,038,644	\$157,491,540	
Other Interstate Access	\$539,618,940	\$672,516,641	\$497,755,342	\$605,610,770	\$528,460,451	\$333,358,577	\$445,375,474	\$16,250,015	
Total Access	\$2,431,683,338	\$2,902,070,155	\$3,186,139,844	\$3,321,525,656	\$2,111,212,924	\$1,754,715,140	\$2,373,414,119	\$173,741,556	
PC Reduction	\$112,500,000	\$97,842,239	\$90,433,531	\$42,699,672	\$36,157,651	\$46,937,408	\$146,420,212	\$5,380,124	
<b>Universal Service Obligation</b>									
Net USF Funding	\$60,282,769	\$60,589,477	\$67,044,955	\$74,106,546	\$43,121,714	\$46,291,032	\$46,846,028	\$3,994,509	
Access Flowback	\$48,065,711	\$46,729,032	\$56,180,038	\$62,965,638	\$34,043,196	\$40,628,215	\$38,287,627	\$3,565,290	
<b>Rates</b>									
EUCL									
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	
MLB	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03	
BFP	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03	
PSL									
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Orig MOU	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	
Term MOU	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	
Average MOU Rate	\$0.0223	\$0.0196	\$0.0344	\$0.0249	\$0.0241	\$0.0214	\$0.0234	\$0.0544	



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<u>7/1/97</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,515,328,759	\$18,020,295	\$72,879,744	\$204,918,130	\$568,454,116	\$10,929,397,647
PSL	\$0	\$0	\$0	\$0	\$0	\$0
EUCL	\$869,891,703	\$11,423,112	\$39,548,370	\$98,754,545	\$324,110,124	\$7,409,487,772
Sub Total	\$2,385,220,463	\$29,443,407	\$112,428,114	\$303,672,675	\$892,564,240	\$18,338,885,419
Other Interstate Access	\$297,570,930	\$4,234,131	\$16,669,941	\$56,066,990	\$149,059,983	\$4,162,548,186
Total Access	\$2,682,791,393	\$33,677,538	\$129,098,054	\$359,739,664	\$1,041,624,223	\$22,501,433,605
PC Reduction	\$83,486,440	\$70,771	\$3,998,315	\$6,338,910	\$32,161,783	\$704,427,056
Universal Service Obligation						
Net USF Funding	\$59,311,526	\$869,007	\$1,781,829	\$8,828,815	\$23,791,794	\$496,860,000
Access Flowback	\$52,563,091	\$781,461	\$1,575,347	\$7,481,216	\$20,600,699	\$413,466,561
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
BFP	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
PSL						
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Orig MOU	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260
Term MOU	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260
Average MOU Rate	\$0.0352	\$0.0285	\$0.0322	\$0.0272	\$0.0302	\$0.0260

Jan. 1998  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>1/1/98</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
Usage	\$658,144,889	\$847,460,420	\$1,505,266,716	\$1,121,082,145	\$623,321,648	\$380,695,724	\$865,086,314	\$107,355,882
PSL	\$270,751,582	\$297,517,394	\$240,452,101	\$292,548,313	\$198,472,558	\$235,377,248	\$205,478,655	\$10,161,343
EUCL	\$957,938,031	\$1,080,804,812	\$967,245,140	\$1,227,127,383	\$762,809,619	\$801,559,477	\$830,431,788	\$42,163,306
Sub Total	\$1,886,834,501	\$2,225,782,625	\$2,712,963,958	\$2,640,757,840	\$1,584,603,825	\$1,417,632,448	\$1,900,996,757	\$159,680,531
Other Interstate Access	\$558,505,603	\$696,054,724	\$515,176,779	\$626,807,147	\$546,956,566	\$345,026,127	\$460,963,616	\$16,818,766
Total Access	\$2,445,340,104	\$2,921,837,349	\$3,228,140,737	\$3,267,564,987	\$2,131,560,392	\$1,762,658,575	\$2,361,960,373	\$176,499,297
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation								
Net USF Funding	\$87,115,034	\$91,928,972	\$92,635,160	\$106,494,475	\$64,794,075	\$66,798,180	\$69,614,050	\$5,035,245
Access Flowback	\$70,272,637	\$71,895,443	\$78,772,758	\$91,125,096	\$51,683,756	\$58,986,757	\$57,496,574	\$4,525,711
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
BFP	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
PSL								
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0199	\$0.0189	\$0.0334	\$0.0239	\$0.0232	\$0.0156	\$0.0226	\$0.0528
Term MOU	\$0.0104	\$0.0090	\$0.0232	\$0.0126	\$0.0122	\$0.0100	\$0.0128	\$0.0437
Average MOU Rate	\$0.0147	\$0.0135	\$0.0278	\$0.0177	\$0.0171	\$0.0125	\$0.0172	\$0.0478

Jan. 1998  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>1/1/98</u>						
	<u>GTE</u>	<u>Aliant</u> <u>(Lincoln)</u>	<u>Frontier</u> <u>(Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,167,810,813	\$12,899,146	\$56,972,694	\$167,461,426	\$445,936,391	\$7,959,494,207
PSL	\$222,348,664	\$3,492,579	\$11,512,450	\$27,543,186	\$86,599,394	\$2,102,255,467
EUCL	\$953,804,823	\$12,791,440	\$44,590,454	\$111,901,513	\$354,682,760	\$8,147,850,545
Sub Total	\$2,343,964,299	\$29,183,165	\$113,075,598	\$306,906,125	\$887,218,545	\$18,209,600,219
Other Interstate Access	\$307,985,913	\$4,382,326	\$17,253,389	\$58,029,334	\$154,277,083	\$4,308,237,373
Total Access	\$2,651,950,213	\$33,565,491	\$130,328,987	\$364,935,460	\$1,041,495,628	\$22,517,837,591
PC Reduction	\$0	\$0	\$0	\$0	\$0	\$0
Universal Service Obligation						
Net USF Funding	\$83,414,759	\$1,186,142	\$2,919,552	\$11,746,885	\$32,942,471	\$716,625,000
Access Flowback	\$74,398,389	\$1,074,846	\$2,606,002	\$10,087,217	\$28,732,965	\$601,658,152
Rates						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.64
BFP	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.77
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0340	\$0.0267	\$0.0315	\$0.0262	\$0.0291	\$0.0251
Term MOU	\$0.0211	\$0.0154	\$0.0194	\$0.0185	\$0.0189	\$0.0140
Average MOU Rate	\$0.0269	\$0.0205	\$0.0249	\$0.0220	\$0.0235	\$0.0190

July 1998  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>7/1/98</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$612,580,598	\$795,557,153	\$1,465,834,970	\$1,069,068,624	\$585,843,644	\$359,587,167	\$827,620,003	\$105,991,885
<b>PSL</b>	\$276,689,994	\$304,232,195	\$245,861,472	\$298,877,530	\$202,792,321	\$226,332,695	\$209,916,351	\$10,373,162
<b>EUCL</b>	\$975,546,576	\$1,101,371,096	\$985,799,915	\$1,249,750,911	\$776,806,457	\$815,408,220	\$845,647,605	\$42,914,020
<b>Sub Total</b>	\$1,864,817,168	\$2,201,160,444	\$2,697,496,358	\$2,617,697,065	\$1,565,442,422	\$1,401,328,082	\$1,883,183,959	\$159,279,067
<b>Other Interstate Access</b>	\$578,546,072	\$721,316,876	\$534,312,765	\$650,354,800	\$566,807,160	\$357,556,232	\$478,093,222	\$17,475,582
<b>Total Access</b>	\$2,443,363,239	\$2,922,477,320	\$3,231,809,123	\$3,268,051,865	\$2,132,249,582	\$1,758,884,313	\$2,361,277,181	\$176,754,650
<b>PC Reduction</b>	\$65,223,249	\$78,012,742	\$86,270,059	\$87,237,524	\$56,918,367	\$46,951,737	\$63,032,040	\$4,718,297
<b>TIC Reduction Complete</b>	TIC Eliminated					TIC Eliminated		
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$134,196,156	\$139,282,884	\$145,002,843	\$164,356,699	\$98,477,398	\$102,913,373	\$106,196,640	\$8,152,362
<b>Access Flowback</b>	\$107,968,046	\$108,628,858	\$123,072,435	\$140,366,688	\$78,337,983	\$90,725,062	\$87,505,540	\$7,316,560
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>BFP</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
<b>Orig MOU</b>	\$0.0186	\$0.0183	\$0.0334	\$0.0239	\$0.0232	\$0.0146	\$0.0226	\$0.0528
<b>Term MOU</b>	\$0.0103	\$0.0083	\$0.0217	\$0.0114	\$0.0107	\$0.0099	\$0.0115	\$0.0420
<b>Average MOU Rate</b>	\$0.0141	\$0.0128	\$0.0270	\$0.0171	\$0.0163	\$0.0120	\$0.0165	\$0.0468

July 1998  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>7/1/98</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,134,976,882	\$12,382,742	\$55,308,629	\$162,946,676	\$432,196,985	\$7,545,260,968
PSL	\$227,050,063	\$3,568,150	\$11,754,850	\$28,132,931	\$88,434,165	\$2,134,015,878
EUCL	\$971,083,041	\$13,024,430	\$45,383,549	\$113,938,172	\$361,105,878	\$8,297,779,871
Sub Total	\$2,333,109,985	\$28,975,322	\$112,447,028	\$305,017,779	\$881,737,029	\$17,977,056,717
Other Interstate Access	\$319,137,939	\$4,546,626	\$17,872,863	\$60,072,634	\$159,924,692	\$4,466,017,465
Total Access	\$2,652,247,925	\$33,521,949	\$130,319,891	\$365,090,413	\$1,041,661,721	\$22,443,074,182
PC Reduction	\$70,799,226	\$894,836	\$3,478,765	\$9,745,740	\$27,806,165	\$601,088,746
TIC Reduction Complete	TIC Eliminated		TIC Eliminated		TIC Eliminated	
Universal Service Obligation						
Net USF Funding	\$129,701,916	\$1,864,258	\$4,308,946	\$18,639,444	\$51,510,583	\$1,104,603,500
Access Flowback	\$115,509,413	\$1,687,121	\$3,840,185	\$15,975,026	\$44,847,375	\$925,780,294
<b>Rates</b>						
EUCL						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
MLB	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.62
BFP	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.74
PSL						
SL Res/Bus	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
2nd Line/home	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
MLB	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00
Orig MOU	\$0.0340	\$0.0256	\$0.0315	\$0.0262	\$0.0291	\$0.0251
Term MOU	\$0.0198	\$0.0153	\$0.0177	\$0.0175	\$0.0177	\$0.0124
Average MOU Rate	\$0.0262	\$0.0199	\$0.0239	\$0.0214	\$0.0228	\$0.0183

July 1999  
Historical Demand  
Bell Atlantic/NYNEX Proposal

<u>7/1/99</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$557,629,988	\$618,976,406	\$1,262,034,438	\$796,765,548	\$401,961,529	\$379,396,810	\$636,235,406	\$50,186,447
<b>PSL</b>	\$305,490,739	\$442,035,309	\$441,990,027	\$536,014,326	\$356,834,395	\$187,588,219	\$376,519,976	\$18,377,316
<b>EUCL</b>	\$1,014,575,387	\$1,159,717,557	\$1,041,941,570	\$1,317,133,833	\$818,854,320	\$843,957,273	\$891,306,444	\$45,364,902
<b>Sub Total</b>	\$1,877,696,115	\$2,220,729,272	\$2,745,966,035	\$2,649,913,707	\$1,577,650,243	\$1,410,942,302	\$1,904,061,826	\$113,928,665
<b>Other Interstate Access</b>	\$619,044,297	\$771,809,058	\$571,714,659	\$695,879,636	\$606,483,661	\$382,585,168	\$511,559,747	\$18,698,873
<b>Total Access</b>	\$2,496,740,412	\$2,992,538,330	\$3,317,680,694	\$3,345,793,343	\$2,184,133,904	\$1,793,527,470	\$2,415,621,573	\$132,627,538
<b>PC Reduction</b>	\$66,648,101	\$79,882,953	\$88,562,318	\$89,312,759	\$58,303,369	\$47,876,503	\$64,482,711	\$4,845,947
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$215,075,246	\$216,995,419	\$166,842,722	\$43,428,508	\$83,979,361	\$225,818,017	\$56,429,924	(\$48,909,091)
<b>Access Flowback</b>	\$172,015,971	\$168,571,279	\$141,307,082	\$36,997,518	\$66,576,619	\$198,237,416	\$46,360,160	(\$43,835,098)
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.37	\$5.94	\$6.14	\$6.14	\$6.14	\$5.19	\$6.14	\$6.14
<b>MLB</b>	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
<b>BFP</b>	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
<b>PSL</b>								
<b>SL Res/Bus</b>	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
<b>MLB</b>	\$3.28	\$3.55	\$3.55	\$3.55	\$3.55	\$2.88	\$3.55	\$3.55
<b>Orig MOU</b>	\$0.0102	\$0.0100	\$0.0319	\$0.0137	\$0.0122	\$0.0098	\$0.0128	\$0.0210
<b>Term MOU</b>	\$0.0102	\$0.0082	\$0.0144	\$0.0088	\$0.0092	\$0.0098	\$0.0104	\$0.0180
<b>Average MOU Rate</b>	\$0.0102	\$0.0090	\$0.0222	\$0.0110	\$0.0106	\$0.0098	\$0.0115	\$0.0194

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<u>7/1/99</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
<b>Usage</b>	\$731,777,961	\$11,362,953	\$42,061,437	\$139,766,212	\$247,107,204	\$5,743,108,617
<b>PSL</b>	\$405,297,766	\$0	\$12,157,894	\$50,398,264	\$148,053,617	\$3,280,757,848
<b>EUCL</b>	\$1,023,368,910	\$13,555,608	\$47,762,162	\$120,045,263	\$381,241,749	\$8,718,824,978
<b>Sub Total</b>	\$2,160,444,637	\$24,918,561	\$101,981,493	\$310,209,740	\$776,402,571	\$17,742,691,444
<b>Other Interstate Access</b>	\$341,477,595	\$4,864,890	\$19,123,964	\$64,277,718	\$171,119,420	\$4,466,017,465
<b>Total Access</b>	\$2,501,922,232	\$29,783,451	\$121,105,457	\$374,487,458	\$947,521,991	\$22,208,708,908
<b>PC Reduction</b>	\$72,533,351	\$913,052	\$3,560,873	\$9,996,585	\$28,471,907	\$615,390,430
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	(\$215,288,681)	(\$6,175,266)	(\$12,290,317)	\$15,827,575	(\$119,079,453)	\$622,653,964
<b>Access Flowback</b>	(\$191,376,885)	(\$5,572,923)	(\$10,931,957)	\$13,531,826	(\$103,477,984)	\$518,679,564
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$6.14	\$5.43	\$6.00	\$6.14	\$6.14	\$5.94
<b>MLB</b>	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.59
<b>BFP</b>	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.72
<b>PSL</b>						
<b>SL Res/Bus</b>	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$0.00	\$2.13	\$2.54	\$2.54	\$2.53
<b>MLB</b>	\$3.55	\$0.00	\$0.00	\$3.55	\$3.00	\$3.39
<b>Orig MOU</b>	\$0.0165	\$0.0150	\$0.0159	\$0.0224	\$0.0111	\$0.0146
<b>Term MOU</b>	\$0.0125	\$0.0150	\$0.0159	\$0.0129	\$0.0111	\$0.0103
<b>Average MOU Rate</b>	\$0.0143	\$0.0150	\$0.0159	\$0.0172	\$0.0111	\$0.0122

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<u>7/1/00</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
Usage	\$587,501,215	\$652,292,535	\$1,006,517,184	\$704,200,910	\$423,547,873	\$400,432,285	\$651,553,819	\$49,276,601
PSL	\$246,608,373	\$363,762,761	\$660,873,682	\$556,442,793	\$293,769,716	\$146,852,538	\$312,459,883	\$0
EUCL	\$1,050,482,859	\$1,202,973,998	\$1,104,301,263	\$1,393,708,094	\$853,946,234	\$872,757,378	\$941,237,569	\$48,055,527
Sub Total	\$1,884,592,446	\$2,219,029,294	\$2,771,692,129	\$2,654,351,797	\$1,571,263,823	\$1,420,042,201	\$1,905,251,271	\$97,332,128
Other Interstate Access	\$662,377,398	\$825,835,692	\$611,734,685	\$744,591,210	\$648,937,518	\$409,366,130	\$547,368,930	\$20,007,794
Total Access	\$2,546,969,844	\$3,044,864,986	\$3,383,426,814	\$3,398,943,008	\$2,220,201,341	\$1,829,408,331	\$2,452,620,201	\$117,339,922
PC Reduction	\$67,988,928	\$81,279,763	\$90,317,348	\$90,731,538	\$59,266,155	\$48,834,309	\$65,470,354	\$3,583,727
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation								
Net USF Funding	\$221,189,780	\$223,423,810	\$172,803,800	\$50,068,659	\$88,180,946	\$230,861,717	\$60,947,762	(\$48,640,539)
Access Flowback	\$175,730,362	\$172,352,619	\$146,141,586	\$42,583,684	\$69,532,466	\$201,810,019	\$49,953,795	(\$43,548,817)
Rates								
EUCL								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.35	\$5.92	\$7.22	\$7.30	\$6.47	\$5.17	\$7.18	\$7.16
MLB	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
BFP	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
PSL								
SL Res/Bus	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.67	\$1.80	\$0.00
2nd Line/home	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
MLB	\$1.00	\$1.97	\$5.15	\$2.52	\$1.86	\$1.17	\$1.45	\$0.00
Orig MOU	\$0.0100	\$0.0081	\$0.0206	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178
Term MOU	\$0.0100	\$0.0081	\$0.0142	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178
Average MOU Rate	\$0.0100	\$0.0081	\$0.0171	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178



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<u>7/1/00</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$678,690,859	\$11,991,615	\$44,636,376	\$121,935,916	\$261,129,747	\$5,402,308,919
PSL	\$200,420,665	\$0	\$0	\$64,162,712	\$0	\$2,845,353,123
<u>EUCL</u>	<u>\$1,083,063,048</u>	<u>\$14,021,461</u>	<u>\$49,369,953</u>	<u>\$126,758,895</u>	<u>\$402,376,451</u>	<u>\$9,143,052,731</u>
Sub Total	\$1,962,174,572	\$26,013,077	\$94,006,329	\$312,857,523	\$663,506,197	\$17,390,714,773
<u>Other Interstate Access</u>	<u>\$365,381,027</u>	<u>\$5,205,433</u>	<u>\$20,462,641</u>	<u>\$68,777,159</u>	<u>\$183,097,780</u>	<u>\$4,466,017,465</u>
Total Access	\$2,327,555,598	\$31,218,509	\$114,468,970	\$381,634,682	\$846,603,977	\$21,856,732,238
PC Reduction	\$67,740,168	\$810,004	\$3,278,749	\$10,187,373	\$25,597,998	\$615,086,416
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$210,095,294)	(\$6,090,967)	(\$12,050,651)	\$16,501,619	(\$116,981,841)	\$670,118,800
Access Flowback	(\$186,531,889)	(\$5,478,438)	(\$10,677,295)	\$14,080,879	(\$101,471,750)	\$524,477,222
<b>Rates</b>						
<u>EUCL</u>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.41	\$5.97	\$7.19	\$7.06	\$6.58
MLB	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.56
BFP	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.69
<u>PSL</u>						
SL Res/Bus	\$1.33	\$0.00	\$0.00	\$1.80	\$0.00	\$1.63
2nd Line/home	\$0.00	\$0.00	\$0.00	\$3.61	\$0.00	\$2.94
MLB	\$0.00	\$0.00	\$0.00	\$5.15	\$0.00	\$1.90
Orig MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0135	\$0.0109	\$0.0108
Term MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Average MOU Rate	\$0.0124	\$0.0148	\$0.0157	\$0.0131	\$0.0109	\$0.0104